



Volume 4, Issue 7

Gray Davis, Governor
Maria Contreras-Sweet, Secretary of Business, Transportation and Housing Agency
Jeff Morales, Director

JUNE 2003

Caltrans Crews Remove Winter's Snowy Blanket from Ebbett's Pass

Like the growl of a bear emerging from hibernation, a symphony of groaning engines breaks the morning mountain stillness as a fleet of Caltrans snow plows carves through the last vestiges of winter along Highway 4.

Caltrans maintenance crews are playing out this annual ritual on Highway 108 over Sonora Pass, Highway 89 over Monitor Pass and a portion of Highway 120 over the Tioga Pass

As the warming sun brings forth a veritable treasure trove of spring flowers across the Golden State, Caltrans Maintenance Supervisor Mike Barrington and his crew of six equipment operators at the Camp Connell station are hard at work clearing a winter's worth of snow from Highway 4 over Ebbett's Pass.

The calendar may say spring, but here at the 8,730-foot-high crest of the Sierra in tiny Alpine County, the last week of April more resembles the dead of winter.

As winters go, 2003 has been relatively mild, according to Barrington, except for a series of late spring storms that have dumped a record amount of snow during April with accumulations down to 3,000 feet.

Those late season storms are providing desperately needed water to quench California's summer thirst but they are playing havoc with plans by Barrington and Neil Nyswonger, maintenance



District 10 Maintenance Supervisor Mike Barrington and his crew at Camp Connell were able to open Highway 4 in time for Memorial Day weekend traffic after its annual winter hibernation.

supervisor at Woodfords on the other side of Ebbett's Pass, to open Highway 4 in time for the Memorial Day weekend.

"We like it when it snows but it can really mess up the schedule. Even so, we'll make Memorial Day weekend- weather permitting," Barrington said confidently.

Highway 4 is one of four trans-Sierra roadways in District 10 that close for the winter.

Each year when the first snow falls in the Sierra - usually around the beginning of November - 28 miles of Highway 4 is closed to ve-

hicular traffic from just east of the Bear Valley ski area across Ebbett's Pass.

"When the weather dictates, we shut it down. It just doesn't make sense to try and keep it open in the winter. The traffic volumes don't support the resources you would need to keep it open," said Barrington, who has spent the majority of his 25 years in District 10 at Camp Connell. Barrington's father, Bill, a 44-year veteran of the department, was a longtime supervisor at Camp Connell.

While winter is in full swing, the Camp Connell crew is busy keeping Highway 4 open up to the closure point to serve the thousands of skiers headed to the community of Arnold and the

Ebbett's Pass

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Caltrans Makes Big Score in Tranny Awards

Nine Caltrans projects and programs were among the Tranny Award winners presented by the California Transportation Foundation (CTF)

The Caltrans projects were honored at CTF's annual dinner in May in Sacramento. In addition, the winners of the Purcell, Roberts and Moskowitz awards were announced at the dinner.

District 1 Director Rick Knapp won the Charles H. Purcell award, which is given to a Caltrans manager in the field of transportation engineering and transportation program management.

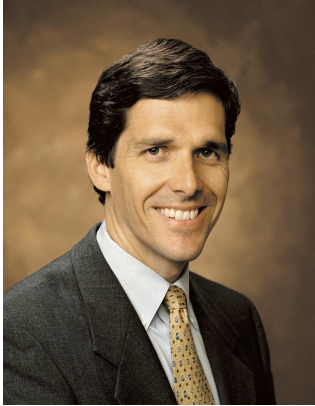
San Francisco Bay Bridge Project Manager Brian Maroney was given the James E. Roberts award, which recognizes contributions by Caltrans registered engineers in the field of structure engineering.

District 4 Traffic Liaison Phil Jang was presented the Karl Moskowitz award, which is given to a Caltrans engineer for contributions in the field of transportation engineering.

Tranny Awards

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DIRECTORS CORNER



Director Jeff Morales

With the release of the May Revision earlier this month, we learned some good news. The Governor's Revised Budget, if enacted by the Legislature, would provide enough money and positions to keep the "transportation initiative" moving forward.

This clearly indicates Governor Gray Davis' continued commitment and support to improving transportation and mobility for California travelers.

The May Revision is part of the normal process of putting a budget together. It incorporates the state's most recent revenue estimates and, therefore, allows us to make realistic budget proposals in light of that anticipated revenue.

However, we must keep in mind that the budget process is still very fluid at this time. The Legislature must still act on the Budget, and nothing is finalized yet, so we must continue to remain cautious and not relax just yet.

But news from May Revision was especially encouraging. Since the first half of the fiscal year, the Department, the California Transportation Commission (CTC) and the State's transportation community have faced a real financial challenge.

In fact, the CTC in December stopped making new allocations to the State Transportation Improvement Program (STIP). And the Traffic Congestion Relief

May Revision Allows 'Transportation Initiative' To Keep Moving Forward

Program (TCRP) faced the prospect of suspension through June 2004. The Department, CTC and regional transportation planners have been working to find creative ways of keeping transportation improvements moving ahead.

However, the picture appears brighter today.

Last year, the Department had a record \$7 billion budget. We won't quite reach that. The Revised Budget for Fiscal Year 2003-04 is \$6.7 billion, or 95 percent of the current fiscal year's total and 5 percent more than what we expected -- based on figures in back in January.

Moreover, the Revised Budget proposes to restore more than 1,650 positions that we thought might be lost when the Proposed Budget was released in January. It also proposes \$321 million not included in January's Proposed Budget for staff and capital improvements -- composed largely of \$207 million for projects in the Traffic Congestion Relief Program (TCRP).

That means that projects that had already received funding from the TCRP -- the wide-ranging transportation initiative that Governor Davis proposed and established three years ago, will be able to move ahead without interruption if the Budget is passed in its current form.

The situation has also improved across the board for the Department's core activities -- Capital Outlay, Local Assistance and State Operations, who will continue to receive funding and retain positions. Positions will also be retained in Mass Transportation, Planning, and Administration. Additionally, the May Revision of the Budget provided for the continuance of positions in Traffic Operations that ensure oversize trucks remain safe on our highways and travel only on permitted routes that can handle their unusual sizes.

We won't know the final outcome of the Budget until the Legislature adopts the

State's spending plan, which is due to the Governor's Office by June 15. However, as the situation now stands, it appears we will continue to deliver vital transportation projects, create jobs in the construction industry and help stimulate the California economy.

The current version of the Budget will allow us to continue work on 119 TCRP projects, and the \$207 million for the TCRP will allow us to deliver 19 vital transportation improvements (valued at nearly \$2 billion) through FY 2003-04.

This Revised Budget also provides important support on another issue that has generated considerable public and internal interest. The January Proposed Budget would have transferred staff from the High Speed Rail Authority to Caltrans. However, the newest proposal calls for Caltrans Division of Rail staff to support the HSRA on technical matters and receive up to \$312,000 in reimbursement for that work.

Again, while all of this is important, we need to keep it in perspective. Producing a budget is a complex process. The budget is the state's primary blueprint for the coming fiscal year, and it must receive approval from the Legislature.

At the same time, we all understand that we need to reduce the Department's total operating expenses, much of which can be accomplished through normal personnel attrition and the postponing of some projects.

Nevertheless, I am confident that the basic maintenance and safety programs within our Department will continue. Those high priority TCRP projects that have already been authorized will also be able to move ahead.

We are living in difficult fiscal times. However, given that reality, this budget shows Governor Gray Davis' commitment to keeping transportation as one of the state's highest priorities.



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Energy Saving Light Effort Earns Caltrans Big Payday

By David Anderson
Public Information Officer

The color of money is not always green. Sometimes it's red. Or yellow.

An award-winning department program to replace existing traffic signal lights on state highways with efficient, low power devices is reaping huge financial and energy dividends for the state. The conversion from incandescent lights to Light Emitting Diodes (LEDs) is saving taxpayers \$5.7 million annually in energy costs and maintenance.

Collectively, the 200,000 LED modules installed by the department across California are reducing the demand on our electrical system by 10 million watts. To give you some idea of how large 10 million watts actually is, it's enough electricity to power 10,000 homes for an entire year. LED signals use 80 to 90 percent less energy than inefficient incandescent lights, because most of the electricity required to illuminate an incandescent bulb is wasted generating heat.

"Our LED conversion program is a great example of Caltrans meeting the state's energy needs at a critical time," said Randy Iwasaki, Deputy Director of Maintenance and Operations. "It really demonstrates how we are implementing a new idea that's benefiting all Californians."

The LED signal program began in 1998 and along the way has collected a treasure chest of trophies to acknowledge its outstanding achievements. It won a 2002 Excellence in Transportation Award and also has garnered energy conservation awards from the California Energy Commission and the coveted National Energy Award from the Department of Energy.

The switchover to LEDs also has dramatically lowered the cost of replacing worn out traffic lamps. LED units can last



District 3 maintenance worker Sam Stoner installs a new energy efficient low emitting diode (LED) red light at the Tower Bridge in Sacramento. Caltrans has reaped \$5.7 million in annual energy cost savings by converting from incandescent lights to LEDs.

as long as 10 years, compared to less than a year for incandescent signals.

The LED conversion program is 95 percent complete. Gonzalo Gomez, Senior Transportation Electrical Engineer in the Division of Maintenance, coordinated the statewide implementation for the various types of LED lamps.

According to Stephen Prey, the department's Energy Conservation Program Coordinator, "The state's LED conversion program's success is a team effort. Staff from both the districts and Headquarters helped make the program work. It is the largest program of its kind in the nation."

In mid-April, crews from District 3 installed the 200,000th LED lamp in a traffic signal on the West Sacramento

side of the historic Tower Bridge. As this milestone was taking place, an official from the Pacific Gas and Electric Company (PG&E) presented Caltrans Director Jeff Morales with a \$667,000 rebate check to recognize the department's outstanding achievements in energy conservation. The department previously received a \$707,000 rebate from PG&E in July 2000 through the company's Power Saving Partners Program.

Caltrans is no stranger to LED technology. The department began its search in the early 1990s to find an alternative to wasteful incandescent lamps, spurred on by the efforts of District 6 Electrical Engineer Gerald Tripp. Tripp became intrigued by LEDs, which were used in such products as VCRs, TVs and computers, and teamed up with industrial product developers to find a prototype design for an LED traffic signal. By 1993,

test modules were in place in District 6. Tripp received a \$50,000 State Merit Award from the Department of Personnel Administration (DPA) in 2000 for his key role in developing LED traffic lights.

Over the years the LED traffic signal project grew, and today Caltrans leads the way in developing national performance standards for these devices. The Caltrans LED lab testing facilities in Sacramento are considered to be among the best in the world.

"The department's mission with LEDs is far from over," Gomez says. "The future looks bright for a number of other money saving and energy reducing applications, including changeable message signs, safety beacons and highway lighting."

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEBSITE AT:
<http://admin.dot.ca.gov/hr/recognition/index.shtml>

Caltrans Extended Family Brings Sounds of Home to American Forces in Middle East

For American soldiers on duty in Iraq, home is a long way away.

Now, thanks to a project by two daughters of Caltrans Transportation Engineering Technician Duane Chapin, more than 3,000 Marines and Army soldiers will be able to hear the sounds of home- at least for a few minutes while on deployment in Iraq.

Project SOS: Support our Soldiers, the brain-child of Allison Pettygrove and Carrie Chapin, the stepdaughter and daughter respectively of Duane Chapin, is providing prepaid phone cards to the troops which they can use to call their families back home in the states.

"We both realized that we had strong ties to the military through family and friends. We wanted to help our soldiers," said Pettygrove, a 17-year-old senior at San Geronio High School. "We came up with the idea of gathering support for our troops by making small braids of (red, white and blue) yarn tied with a yellow bow and handing them out. Any funds we received would be used to buy phone cards to send to the ground troops in Iraq."

The project is a personal one for both Pettygrove and Chapin, a 14-year-old eighth grader at Serrano Middle School in Highland, San Bernardino County.

"I have so many friends who are graduating early so they can be deployed as a part of the military's early enlistment

program," said Pettygrove. "I also know many who will be going to boot camp directly after graduation, so they may serve their country. We decided to create this project so we could help serve our country from home."

Chapin added, "Along with giving me something noble to do, I also have friends

troops entered Iraq. They developed the web page and posted it on line on April 7.

The project's purpose is clearly stated by the girl's on the web site.

"This effort is solely about sending our support as Americans to those who are fighting for us and our freedom. Whether you are pro-war or against it

completely, Project SOS is a way to send thanks and support to our troops."

In less than three weeks, the pair had raised \$1,365, enough to purchase 170 cards with a total of 48,350 minutes.

The girls contacted the Marine and Army recruiting offices in San Bernardino to work out details for dividing up the cards evenly with half to go to the Marines and half to the Army.

For Duane Chapin, who works in the South Region Transportation Permits Office, he could not be prouder of his daughters.

"I am as proud of them as I am my oldest daughter who is on active duty in the Marine Corps. My wife and I both have told the girls we will help them in any way we can and are behind them 100%," he

said. "I am very proud to be an American and very proud of my daughters for coming up with such an idea- 'Just to help' our troops."



Allison Pettygrove (right) and Carrie Chapin, the stepdaughter and daughter respectively of Caltrans engineering technician Duane Chapin, have spearheaded an effort to keep service men and women on deployment in the Middle East in touch with their families back in the states.

who are there now."

In addition the girl's older sister, Marie Chapin is a Lance Cpl. in the Marines, stationed at Camp Lejeune, N.C.

The pair conceived their idea on March 25, shortly after American ground

To check out the Project SOS site, use the following URL:
http://www.geocities.com/project_sos_2/Project_SOS.html

Ebbett's Pass*continued from page 1*

nearby Bear Valley / Mt. Reba ski resorts .

As for the closed section, campers and SUVs are replaced by a caravan of snowmobiles that use the highway, now buried under more than 10 feet of snow.

Even though the road is closed to vehicular traffic, Highway 4 over Ebbett's Pass in the winter is still a swarm of activity with the highway and surrounding area becoming the private playground of cross county skiers and snowmobilers. A private firm each week grooms the highway buried under a mountain of snow for snowmobilers to use.

"It's great for the snowmobiles but grooming the road really packs down the snow and that can make it tougher to clear in the spring," Barrington said.

Once the decision was made to close the road, Caltrans crews made a sweep through the area to make sure all the people and their vehicles were out.

Well, almost everyone. Phil, a spry 75-year-old caretaker at the Lake Alpine Lodge, for years has been the only one permitted to remain and with his car.

"He lives there fulltime and we let him keep his car. Once it starts snowing Phil uses a snowmobile to go in and out. We keep an eye on him during the winter just to make sure he is OK," Barrington said.

This was Phil's last winter as the sole resident along the closed section of Highway 4. The Lake Alpine Lodge has new owners and Phil moved out in May.

During the winter, Barrington or some of his crewmembers will periodically drive snowmobiles on the road to check on things, including Phil.

As winter begins to fade into spring, Barrington and Nyswonger will huddle to map out the strategy for reopening the road for the summer.

Normally, Caltrans maintenance personnel will fly over the route in a helicopter to see how much damage the highway has sustained over the winter.

"We look for downed trees over the roadway and areas of damage that we know will have to be repaired before we can open the highway. That allows us to be ready to do the necessary repair work or tree removal as the road is being cleared of snow," Barrington said.

This year, because of the lack of snow, they did not fly the route. Instead they relied on reports from crewmembers on snowmobiles.

Timing the reopening is a delicate balancing act.

"We try to accommodate the demands of both the snowmobilers who want us to keep the road closed as long as possible and those who want the road open as quickly as we can," said Barrington.

When Ebbett's Pass is open, the drive from Bear Valley to the county seat in Markleeville is about 35 miles. When the road is closed, the drive requires a good portion of the day to travel west on Highway 4 to Highway 49, north to Highway 88 and south on Highway 89.

Easter is normally when the snow clearing operation commences

"Most years, we usually start on the Monday after Easter. This year, because Easter came so late in the year, we started about three weeks before Easter," Barrington explained.

The winter started out promising with early and heavy snowfall. Then, as 2003 began, the weather spigot was turned off with few storms and little accumulation for nearly three months.

"We started plowing and we were making good progress and then

the storms came. We'd clear a portion of the road and then it would snow and we'd come back the next day and we'd have another 10 or 12 inches on the area we had cleared the day before," said Barrington, whose crews had to clear some sections as many as four times.

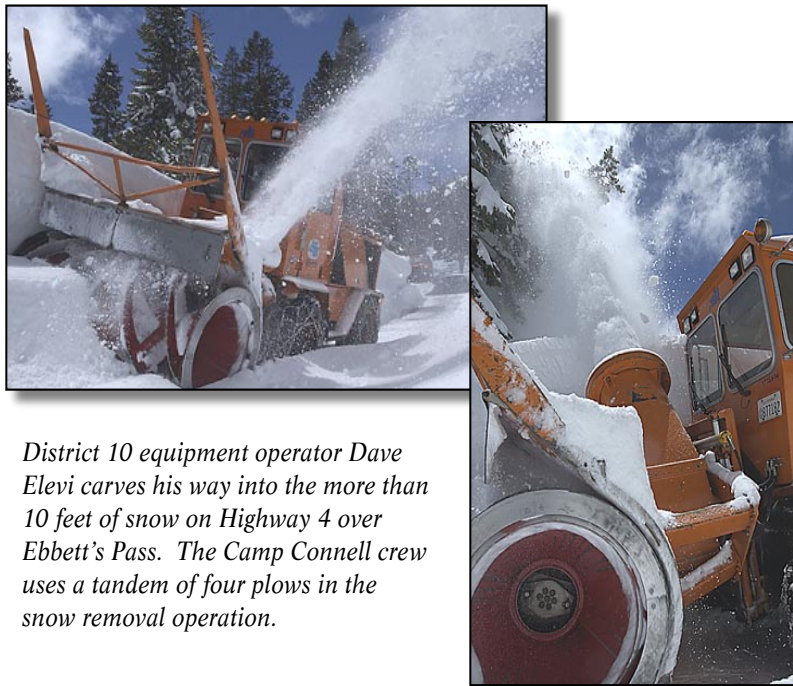
Reopening the road is conducted with military-like precision. Leadworker Randy Biedenger and equipment operators Mark Mitchell, Dave Elevi, Tom Stowe , Chris Crawford and Steve Svendsen have been at this for more than 10 years each.

The Camp Connell crew uses a tandem of four plows, two smaller 3,500-ton Rolba units and a pair of larger 5,000-ton Rolbas.

This is not fluffy white powder. It may look like a picture postcard from a distance, but the recent 10 inches of new powder that fell sits atop a block of hard packed ice and snow. This snow looks more like a sarcophagus that could encase that damaged nuclear reactor at Chernobyl than something that could be molded into Frosty the Snowman.

Moving at the speed of a person walking, the two smaller blowers climb onto the highway, buried under 10 to 15-feet of hard packed snow, and begin heaving the snow over the road bank.

"The aim is to cut the bank down to size," said Svendsen,



District 10 equipment operator Dave Elevi carves his way into the more than 10 feet of snow on Highway 4 over Ebbett's Pass. The Camp Connell crew uses a tandem of four plows in the snow removal operation.

Ebbett's Pass*continued from page 5*

who has been part of the Camp Connell crew since the early 1990s. The smaller Rolbas will clear four feet of snow at a pass. The larger units will follow clearing the remainder of the snow.

The crews will clear between a half-mile and a mile a day.

While the snowplows are working, other members of the crew are busy ferrying fuel to the advancing vehicles. Resident mechanic Dave Baumann is at the ready to repair anything that breaks so the advance is not halted.

Trees along the shoulder help to define the route for the plow operators along a significant part of the highway but operators are on their own to stay on course.

"We work on this highway and we know it. Experience counts here. The road is 10 or 15 feet below you and you have to make sure you keep the plow level. You don't want to run up against a rock wall or stray off the road," Svendsen said. "At Mosquito Lake, near the summit, the road runs right up against the water and if you drift to far out, you could be in trouble."

On the Sonora Pass, sensors embedded in the centerline of the highway help operators keep track of the road as they are plowing. On Highway 4, there are no sensors.

The biggest problem for the operators is keeping the plow level, which is much easier than it sounds.



Moving at the speed of a person walking, the District 10 crew will clear between a half-mile and a mile of the roadway each day.

The tires want to push down and the plow is moving forward. You can be on top on powder and then the ice layer below will fracture. Now you are no longer level and the operator has to get out and shovel snow into the gap to even it out, according to Barrington.

The worst situation for an operator is when the snow begins to melt and there is a stream of water running through the base of the snow pack. The ice layer gives way and the plow can be caught in four feet of snow while sitting in a stream of water.

"You can't see it. When that happens, there is no amount of snow you can shovel into the gap. The rushing water just takes it away. In that case, we have to have another plow go in and then we have to pull him out," Svendsen said.

The Camp Connell and Woodfords crews have a little friendly competition to see who gets to the summit first. "Most years we reach the summit at the same time but it is nice when you get there first and plow over into their side a little bit," Barrington laughed.

With few exceptions, the crews have made the Memorial Day weekend target. "It really depends on the weather. I remember one year in the early 1980s when we were getting heavy snows well into the spring and the road didn't open until July 4th," Barrington said.

Once the road is cleared and the repairs completed, the crew sends a message to District 10 Transportation Management Center, which proclaims:

"Highway 4 is Open to Traffic Over Ebbett's Pass!"

Caltrans Engineers Build Bridges With High School Students

*By Kelly Hassenplug
Adopt-A-School Program Administrator*

Since the beginning of the 2002-03 school year, the Adopt-A-School Program has been involved with the Mathematics Engineering Science Achievement (MESA) academies at both McClatchy and Sacramento High Schools.

During the spring semester, Caltrans Transportation Engineers (Civil) were invited by the Adopt-A-School program to serve as advisors to the MESA academy students in preparation for the Balsawood Bridge Building Competition at MESA Day, which was held at California State University, Sacramento, on April 12.

A total of 45 bridges were entered from the 21 high schools participating in this competition. Sacramento High School placed 3rd for Load/Weight Ratio, holding approximately 292 pounds, and advanced to the Northern California

MESA Day Finals at University of the Pacific in May. McClatchy High School placed 4th and 5th; however, only those placing 1st through 3rd moved on to the finals. Bridge building teams from both Sacramento and McClatchy High Schools placed 2nd and 3rd in aesthetics; however, this category did not advance to the finals.

Caltrans engineers participated in the classrooms twice, sometimes three times a week, at both high schools and mentored students while they worked on their bridges.

The volunteer teams also shared real world bridge projects, such as a slide presentation of the Lake Natoma/Folsom Bridge Crossing. Senior Bridge Engineer Fritz Hoffman demonstrated state of the art bridge design and construction such



Caltrans bridge engineer Marge Rouch was one of the judges for the Balsawood Bridge Competition on MESA Day.

as part length tendon post-tensioning, lightweight concrete and friction pendulum base isolation bearings like those used to retrofit the Bay Bridge. The pre-

Bridge Building

continued on page 7

Caltrans' Kids Program Reaches Ridership Milestone

Kyle Kenyon, a fourth grader at Bass Lake Elementary School near Oakhurst east of Fresno, has earned by the luck of the draw a special place in California railroad history.

Kenyon in April became the 50,000th participant in the Kids 'N Trains program on Amtrak California's San Joaquins passenger train service. The Kids 'N Trains program allows school and youth groups to ride the San Joaquins on field trips to popular California destinations for as little as \$5 roundtrip.

In April, Kenyon and his 28 classmates and 10 adults boarded San Joaquin train #701 at the Fresno Amtrak station for a field trip to the State Capitol in Sacramento.

As the train pulled out of the station, the announcement was made that Kenyon was the 50,000th Kids 'N Trains participant to step aboard a San Joaquin train since the program began three years ago. His prizes included tickets for four to the California State Railroad Museum, the Golden State Museum and for the San Joaquins. His class enjoyed a special cake to commemorate the milestone.

Amtrak operates six daily San Joaquin passenger trains under



Kyle Kenyon of Bass Lake Elementary School became the 50,000th participant in the Kids 'N Trains program. Kenyon and his classmates rode the San Joaquin passenger train to a field trip at the State Capitol in Sacramento.

contract to Caltrans. Four of the roundtrips operate between Bakersfield and Oakland. The other two run between Bakersfield and Sacramento.

Aboard the train, the Bass Lake Elementary School students and their escorts rode in a car specially decorated for the event. Kenyon received awards from both Caltrans and Amtrak.

On the ride home, class teacher Mary Nelsen was given two dozen pink roses in recognition of her pending retirement at the end of this semester after 34 years of teaching.

The Kids 'N Trains program, which has grown dramatically in each of three years of existence, encourages school and youth groups to ride passenger trains for field trips to fun, educational and interesting destinations. The program is arranged and conducted by the Caltrans Rail Division and Amtrak

aboard the San Joaquins and the Pacific Surfliner trains in Southern California.

A one-day roundtrip fare for group members and escorts runs between \$5 and \$15 per person, depending on the length of the trip.

Bridge Building *continued from page 7*

sensation was educational and introduced students to careers in bridge engineering.

Shannon Post, Bridge Design Supervising Engineer, shared her passion for her career and encouraged female students to pursue a career in engineering.

The students also learned that due to earthquakes, many of the projects Caltrans faces today are major upgrade and/or replacement of California's largest bridges. Example animations depicting some seismic analysis done on the San Francisco - Oakland Bay Bridge, as well as a portion of its retrofit strategy,



Caltrans bridge engineer Greg Jones (left) served as an advisor to the McClatchy High School students participating in the BalsaWood Bridge competition.

m Coordinator from the Division of Engineering Services, and Mike Whiteside, Structure Specifications Manager and Co-Chairman of the Professional Engineers in California Government (PECG) Outreach Committee, were instrumental in re-

was presented to the students by Bridge Engineer Erik Zechlin.

Zechlin also shared photos from other current toll bridge construction projects, such as the new Benicia-Martinez and Carquinez bridges.

Donna Perry, Student Engineering Mentoring Progra

cruiting 10 engineers to serve as advisors to the MESA students.

Caltrans engineers, who served as advisors and mentored the MESA teams of McClatchy and Sacramento High School, included Mike Whiteside, Fritz Hoffman, Erik Zechlin, Eric Olives, Doug Dunrud, Mikael Anderson, Bruce Rymer, Greg Jones, Matt Hanson and Rosa Maria Candiotti.

Sharon Yamamoto, McClatchy High School Math Teacher and MESA Advisor, said, "The engineers at Caltrans helped get the students interested in the bridge building competition!"

And the volunteer efforts were worth it. Even Caltrans Engineers Marge Rouch and Bruce Rymer volunteered to work at MESA Day to check in the bridges and ensure that they met the qualifications for the competition.

Caltrans Announces Quality Award Winners

More than 60 Caltrans employees have earned Quality Team Awards from the Division of Training.

The Division of Training manages the Quality Team Awards Program, which is designed to recognize employee teams that find innovative ways to contribute to the department's goals.

The Quality Team Awards are presented each year to employees who have worked together to develop a product or service, or to improve a work process within the department. The Division of Training's Quality Program applies established criteria to score each team's application and determine the team's award level. The levels are Pioneer, Pathfinder, Explorer, and Nominee.

In 2002, seven teams were honored with Quality Team Awards. Each team was presented with a plaque signed by Director Jeff Morales, and team members received individual certificates of special recognition. The teams that received the 2002 awards are:

Pioneer (700-1,000 points)

Visa Process Improvement Team, sponsored by Mark Hirst

Members: Jean Billington (leader), Cindy Buhagiar, Sandra Carder, Deme Dante, Betty Daquioag, Rajive DeSouza, Nadine Karavan, Wendy Kwong, Jean Martin, Darliza Nankervis, Twwana Owens, Dennis Rice, Regina Sanchez, Angela Sartain, Russell Smith, Glenda Tampa, Qui Thai, Sandra Wong

Pathfinder (400-699 points)

Central Region Constructibility Improvement Team, sponsored by Kim Anderson, Pat Connally, Jorge Granados, and Mark Der Matoian

Members: David Beard (co-leader), Bob Thomason (co-leader), Carol Benjamin, Mike Dubin, Luis Elias, Bart Godett, Will Kuhl, Raffie Leal, Rick Salinas, Lisa Soleno, Sam Wong

Disposal Site Quality Team, sponsored by Jody Lonergan and Karla Sutliff

Members: Jonathan Oldham (leader), Robert Bachtold, Zouheir Barazi, Doreen Clement, Roger Cook, Brian Crane, Maxine Ferguson, Richard Hill, Leo Martinez, Gary Pursell, Dave Quong, Gary Ruggerone, Stephanie Stoermer, Rich Weaver

District 4 Damage Recovery Quality Team, sponsored by Glenn Behm

Members: Alireza Rezaee (leader),

Mario Baylosis, Paul Brady, Fred DelDotto, Wayne Knack, Dave Kendall, Larry McPeak, Obasi Obasi

District 6 Program Project Management Team 3, sponsored by Sam Haack and Teresa Rix

Members: James A. Pacini (leader); Tony Amezcuita; Gail Perez; Minerva Rodriguez; Richard A. Wisler, Jr.

Support Staff Employee Skill Development Team, sponsored by Sam Haack and Terry Ogle

Members: Bill Etherton (leader), Carol Bishop, Celia Fellows, Lana Hadisudarmo, Jim Heinen, Cathy Rodriguez

Explorer (200-399 points)

District 4 Radar Detection Rehabilitation Team, sponsored by Judy Chen

Members: Dennis Chee (leader), Salvadore Borrayo, Yalew Bezuwork, Jim Durkee, Russ Ellingworth, Mike Fincher, Tom Robinson

The 2003 Quality Team Awards application can be found on the Division of Training's intranet site at: http://admin.dot.ca.gov/tr/org_effect/q_resources.shtml.

Employee teams that are active between July 1, 2002 and June 30, 2003 are encouraged to apply.



District 4 Maintenance and Safety employees celebrate the unveiling of a sign at the Caldecott Tunnel to commemorate their fallen comrades killed in the line of duty.

New Award To Recognize Top Caltrans Managers

The California Transportation Foundation and Caltrans have established the Emerson Rhyner Award as a new component of the Purcell, Roberts, Moskowitz awards program.

Emerson Rhyner was Deputy Chief of the Division of Contracts and Rights of Way/Legal Division for the department in the early 1960's. Rhyner worked in legislative affairs, acting as liaison to the California Legislature as well as representing the state's transportation interests in Washington D. C. His efforts helped define the relationship between state highway departments and national interests during the construction of the interstate highway system.

He also was instrumental in establishing the roles of the state and local governments during California's freeway building heyday.

This annual award will recognize outstanding contributions to transportation by a non-engineering Caltrans manager. This may include, but is not limited to Surveyors, Architects, Lawyers, Planners, Landscapers, Public Administrators, Right of Way Agents, and Maintenance Supervisors. Nominees for the Emerson Rhyner Award must be a Caltrans employee at the supervising level or above at the time of nomination.

The Emerson Rhyner Award will be presented annually at the Tranny Banquet.

Tranny Awards*continued from page 1*

Caltrans projects winning a Tranny include:

Freeway

Districts 7 and 8 for the Interstate 210 Freeway Extension. The project includes eight lanes of freeway, three mixed-flow lanes and one carpool lane in each direction. It includes 49 new structures, 14 local street interchanges, one freeway-to-freeway interchange, retaining walls, soundwalls and landscaping. The freeway extension opened in November 2002 at a cost of \$689 million.

Rehabilitation

District 7 for the Highway 213 Western Avenue Storm Drain. The project consisted of replacing the damaged storm drain under Western Avenue (Highway 213) at Park Western Drive in Los Angeles and Rancho Palos Verdes. Caltrans and the contractor, Colich & Sons, developed a tunneling solution that mitigated impacts to traffic, local businesses the environment and existing utilities. The project was completed in February 2002 at a cost of \$794,000.

Operational Improvements

District 3 for the Highway 50 HOV lanes. This \$41.4 million project by Caltrans, Sacramento County and the El Dorado County Transportation Commission added 12 centerline miles of new High-Occupancy Vehicle lanes on Highway 50 between Sunrise Blvd. and El Dorado Hills Blvd. and made significant improvements to the Sunrise Blvd. interchange, including expanding the overpass from four lanes to six lanes, widening the on and off-ramps and installing ramp meters.

District 7 for the Highway 1 Malibu Safety Corridor. The project included installation of highly visible channelizers mounted on a reflective raised curb, a "Smart Crosswalk" featuring lighted-in pavement markers, Eyes in the Sky Video detection to allow real-time monitoring of traffic on Pacific Coast Highway and ground-in rumble strips between the double yellow lines to alert motorists that they are starting to drift into the median. The project was completed in December 2002 at a cost of \$8 million.

District 7 for the Highway 110 Pasadena Freeway Widening. The project involved widening southbound Highway 110 between I-5 and Hill Street. The southbound roadway was widened from four to five lanes. Northbound Highway 110 was widened to improve sight distance around a tight curve. Construction was completed in August 2002 at a cost of \$16.9 million.

Winning Caltrans programs include:

Community Awareness

Caltrans District 4 for its Summer Engineering Institute for High School Students.

Enviroms Enhancement

District 3 for the Highway 160 visual improvements at Highway 50
District 4 for the Benicia-Martinez Bridge Underwater Pile Driving

Project Management

District 3 for the Highway 51 Widening Design Sequencing

Transportation Management

District 7 Advanced Transportation Management System

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in June/July:

Assistant Operations Security Officer (Promo)
Associate Aviation Consultant (Open)
Delineator (Open)
Electrical Engineering Technician III (Promo)
Equipment Materiel Coordinator (Promo)
Mechanical Engineering Technician I (Promo)
Senior Transportation Electrical Engineer (Supervisor) (Promo)
Staff Management Auditor (Promo)
Staff Management Auditor (SPEC) SCO (Promo)
Telecommunication Systems Analyst II (Promo)
Telecommunication Systems Manager I (Specialist) (Promo)
Telecommunication Systems Manager I (Supervisor) (Promo)
Television Specialist (Promo)

The following examinations allow for continuous filing:

Caltrans Electrical Technician (Promo)
Caltrans Electrician I (Promo)
Caltrans Electrician II (Promo)
Caltrans Heavy Equipment Mechanic (Promo)
Deputy Attorney III & IV, Caltrans (Promo)
Transportation Surveyor, Caltrans (Promo)
Transportation Surveyor -Party Chief, Caltrans (Promo)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
Senior Right of Way Agent (Promo)
Senior Transportation Engineer, Caltrans (Promo)

Visit our website at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

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